EUROPE.

Prince Bismarck's Speech on the German Treatment of France.

DO FRANCE A GOOD TURN.

The English Press on Gladstone's Greenwich Speech.

THIERS AND THE COUNCILS GENERAL.

Pius the Ninth and the Present Condition of Italy.

The North German steamship Weser, Captain Wencke, from Bremen October 25 via Southampton ne 3ist, arrived at this port early yesterday morning, with three days' later European mails.

GERMANY AND FRANCE.

ech of the German Chancellor on the Evacuation of Occupied Territory-He is Anxious to Make Matters Easy for the cb, with Dauger to Germany.

The annexed is a full report of Bismarck's speech ore the German Parliament on the new conven-with France, dated October 12, 1871:—

with France, dated October 12, 1871;—
you will remember we thought it as well to introduce the late Treaty of Peace a passage relative to the evention to the treaty of Peace a passage relative to the evention to the treaty of Peace a passage relative to the eventous to occupy a portion of the French territory, as even then anticipated that under certain circumes such a substitution might be in the interest of both is alike. As to France there is no doubt ale feels the not foreign occupation. It does not only add to her half habilities, but also interferes with the consolidation of all inhibities, but also interferes with the consolidation of all inhibities, but also interferes with the consolidation of existing asset of things. To us too, it is anything but the consolidation of the passage of the passage of the surface, and the sooner we can rid ourselves of it the Such being the case, the French government sought hange the territorial pleage they have given us for a full security. Certain bankers were ready to give their more for the 880,000,000 ft. due up to May I, in consideraof a provision of something like one and a half per The French government would not have objected to the sacritace of 10,000,000 trances, which this arrangeinvolved, but unfortunately the kind of guarantee do by the capitalists in question was not sufficiently us to be accepted by us. If it were to be of any use to a other words, if it were to interminy us for the reliment of a territorial pleage—the signatures of those and genifemen ought to have been given in such a way upply us with marketable securities. But the hankers so upon our not parting with their bills before the day ment. Suppose we had agreed, it would have been in the order of the contrary to contrary to the contrary to contrary to the cont have been unwise to prolong the exceptional position of the new province beyond the time imperatively required for the protection of commercial interests. In the original treaty we therefore simplated for July 1, 1873, as the date up to which Alsace manufactures were to be imported into France at reduced rates. I regret that in the now Convention I have been obliged to consent to a shortening of this term by six months. But as the French National Assembly have modified the original arrangement in a way unacceptable to us, and 28 M. Thiers, when he took it upon himself to settle with us on a different basis, required some concession at our hands to justify his conduct at home, we could not but adopt the expedient proposed by him. That it would have been imprusent to endorse the vote of the National Assembly is obvious. By demanding a privileged position for French manufactures in Alsace similar to that consended to Alsatian manufactures in France, it aimed at constituting Alsace a separate country, which, commercially at any rate, would have belonged to france rather than to Germany. Had we entertained this proposal, we should have been obliged to re-casabilish custom houses on the eastern frontier of the new province, and to preserve k for some time to come as a distance of the content of the stone, the content of the whole, I think the alternative to the thought of. Upon the whole, I think the alternative to the thought of. On the whole, I think the alternative to the thought of the kind. Where political and commercial, thanded and industrial interests clash, it is always in an expedient equally agreeable to all parties. An other bree for the same and the forest provention and the sort of the same and the content of the same and the forest provention and the sort of the same and the forest provention and the sort of the same and the forest provention and the sort of the same and the consensual distinctions are predicted as a matter the new frontier and been cedimitively fired at Versailes. An other pince of th

President Thiers' Address to the Council General of the Seine and Oise.

PARIS, Oct. 28, 1871. President Thiers yesterday gave an audience to the Council General of the Seine and Oise and made an important speech. M. Cochin, the Prefect, maying presented the Councillors to the President, M. Thiers addressed them as follows:-

M. Thiers addressed them as follows:—

I thank you greatly, in the first place, for the hospitality which I have met with in the Seine-et-Oise. I thank also the whole department which so pair-otically sustained the bursien of the war and has given me since I have readed at Veraulias so many proofs of loyalty and devoiceness. You all know that I am not a party man. I am a Frenchman, upone whom has devolved the duty of extricating the country from a cruel crisis. I am not the author of the republic, but it was confided to my care. I am a man of honor, and the republic shall not persh in my hands by my will. But the distract of the republic the by many requires of republicans a very decided adhection to order. Necessity is laid upon the republic to show thesi better than monarchy, and to prove that it is compatible with order and respect for the law. The government was energetic and unfanching to the war which, with a bleeding heart, I had to wage against the insurgent of Paris. It now desires to be moderate, but it will allow no one to discuss of the public peace is as indipensable as the liberation of the territory. We must inspire confidence in foreigners, and is them see that France is restored; otherwise they will besitate to set foot on our soil. We have failed to achieve foory at the point of the sword. We must now hasten our enfranchisement by labor, order and the dioris and sactifices of all of us. You, gentlemen, are a model Council General. It appears that your neighbors in Paris follow your example with a moderation when its often remarkable. Go on in this course, and if the country does the wine we shall soon see an end to our troubles.

Mr. Gladstone's Speech at Greenwich-Comments of the English Press, ote below the opinions of the London press the 30th uit. on the speech of Premier Gladstone,

ivered at Green wich on the 28th:-[From the London Times.]

last three years that Mr. Gladstone was a most successful and most opportune. establish the Irisa Church, to settle the que Irisa tenant right, to carry an Educat and to abolish purchase would have been recemed as late as four years and a Hercelian programs are yet, yet, it has work has not merely been accomplished without the control of the complete of the complete

popular speaker of the first rank.

[From the Morning Post.]

Mr. Gladstone's speech on Blackheath will be welcomed by the country both for what he said and for what he did not say. It had been feared by those who remembered his hasty and much-criticized atterances of the early autumn that he might proceed further in the paths in which he then seemed but too much disposed to tread. He has happily forsaken them, and has returned to a more sound and practical line both of project and argument. We do not wish to recall expressions which, in common with many of the best friends of the government, we disapproved. We will therefore forbear to contrast Whitby and wakefield with Greenwich, and will only record the satisfaction which which the prolic will certainly receive the great oration which the Prolic will certainly receive the great oration which the Fremier delivered on Saturday. He maintained the integrity of that time-honored constitution which is so dear to the people of this country; and while he pointed to many improvements, he discorraged in the most marked manner everything that savored of revolution. He availed himself of this opportunity to read a homily to the workingman which that much-spoiled workingman which that much-spoiled member of the community will do well to take to heart. Mr. Gladstone reminded him of the milinons of taxation which have been removed from his burdens and of the nost of beneficial measures which have been successfully carried for his well-being. He has now the possession of the parliamentary franchise, and education is being provided for his children, he is therefore advised to turn a deaf ear to the quacks who would delude him with Utopian visions of the removal of all evils from human line. These pretended saviors are his enemies. If he wishes to be saved he most save nimself. "It is the individual man, the individual conscience and the individual character on which much of human happiness or human misery depend." Mr. Gladstone bid his hearers turn their attention not to such empty devices as the seven points, but rather to checking the ravages of strong drink, to the improvement of the vices as the seven points, but rather to checking the ravages of strong drink, to the improvement of the position of women and the promotion of public opinion.

ravages of strong drink, to the Improvement of the position of women and the promotion of public opinion.

[From the London Standard.

Mr. Gladstone's Blackheath speech, though, in our view, less objectionable and certainly less oftensive than most of his recent harangues, cannot but have been disappointing and discouraging to his friends; and we incline to think that, whatever may have been its effect on Saturday evening, the feeling of uneasiness and dissatisfaction must have been still greater yesterday, when interal politicians had time to consider it coolly and critically, and to weigh and perpend the real meaning of a tone so unusual, so moderate and, above all, so apologetic. Never before did Mr. Gladstone speak of adversaries who nad thwarted him as he spoke of the House of Lords on Saturday. Compare that speech with his violent denunciations—restra ned as they were by the authority and example of Lord Paimerston—when the Upper House refused to repent the paper duty. Are we not forced to think that Mr. Gladstone feels that he is too weak at this moment to venture on a new crusade? Look at his language about the army and navy? He takes credit for the reductions made in the name of economy, which no one ever denied; he pretends to have maintained encency, though every military and naval officer knows too weit to what an extent efficiency has been sacrificed, though our army is recraited with boys who, under present regulations, while discharged as soon as they reach the age, strength and discipline of true solders; and the fate of the Captain and the Megara bear witness to the state of the feet. He tries to throw on others the responsibility of closing one set of dockyards without increasing the strength of the rest, and of dismissals which have cruelly affected the working classes in his own constituency. But there is nothing of his old spirit of contempt for the fleet. He tries to throw on others the responsibility of closing one set of dockyards without increasing the strength of the rest, and of dismi

"action manguvres" of 1871 are the only popular act of Mr. Cardwell's administration; [From the Daily Telegraph.]

Of Mr. Gladstone's good will we need not speak; the leader who can awell as the Prime Minister did on the wants and sufferings of his poorer fellow countrymen will not need incentives or appeals to march vigorously onwards. Let science and philan, thropy but give the information for the new region of effort; the army of conquest and its commander are ready, and those past achievements of statesmanship which are now bearing blessed fruit, far from being reasons for repose, are so many encouragements to progress. But the State can after ail only help men towards seif-help. Evil would be the day if English people could be cheated into laying aside that individuality which has thus far written the best chapters of their history, and which is a better possession than any in the gift of rulers or Cabinets. In the English manner an English Premier has thus far led the nation; and that he will yet lead it for many a day the splendid vigor of his speech and the enthusiasm shown by his audience on Saturday form the very best of alguries.

The Allocution of Pius the Ninth. The Pope held a Consistory at the Vatican on the seven bishops, among them the Archbishops of Paris, Auch, Tours, Rodiz, and several dignitaries of the Italian Church, were preconized. His Hollness made an allocution, in which he stated that he had called the cardinals together in order to provide for the spiritual wants of the faithful in Italy. He said that he was ready to suffer more than he had already suffered hitherto, even death. In presence of the actual situation in Italy, and listening to the frequent cries of pain of the faithful of that country, ne had resolved to fill up the vacant places merely with the object of providing for the salvation of souls. He energetically repudated the guarantees wranted to him, and said that he

upon him by thrist, and declared those rash and perverse who had attacked the Ecumenical Council in Germany, in meetings or sacrilegious pamphlets. He added that he deplored that those persons had been protected by certain manisters, and congratulated the oishops who had fought for the Church, especially the Archolshop of Munich, and recommended that prayers should be said for those who had been led astray and for the Church.

According to a special report of the Papal allocution received in Berlin on the 28th ult. the Pope especially condemned the depravity and the wicked boldness of those persons who in blasphemous assemblies and writings deny to the Pope the highest and most complete judicial power, as woll as refuse to recognite in him an initialioe teachor. His Holiness also condemned those persons who impugn the authority of the Ecumenical Council, as if its decrees were new and dangerous to the State.

The Pope deplored that in certain countries even the chief men of the State openly protected the new sectaries, and by bestowing upon them their favor thus strengthened them in their errors.

TICHBORNE IN AUSTRALIA

What the Australian Papers Have to Say About the Tichborne Case.

Morgan and Orton-Horse Stealers-One of the Osprey Crew in Melbourne-Roger-Tom De Castro-"A Poor, Dazed Creature"-A Man Whom It Would Be Well to Have in London-An Old Sea Captain's Story.

The Melbourne newspapers and letters which have come to hand by the last mail prove that the Tichborne trial in London excites the greatest interest throughout Australia. The Melbourne Argus has the following in reference to it:-

Tichborne trial in London excites the greatest interest throughout Australia. The Melbourne Argus has the following in reference to it:—

The remarkable Tichborne case is as fruitful a topic of conversation as it appears to have been at home. Additional prominence has been given to the subject by the inquiries which are now ocing prosecuted in the colony with the view of obtaining information respecting a statement made in court by the claimant shortly before the departure of the July mail from England, to the effect that in 1859 he was charged, under the name of Morgan, with horse stealing at Castlemaine, in company with Arthur Orton, and acquitted. It is understood that the case for the delence is that the claimant is Orton, and, therefore, the question whether it is possible now to prove this statement of the claimant, and to ascertain that two med, one of whom was named Morgan and the other Orton, were accused of horse stealing at the time and place mentioned, is most important, Mr. Jeune, one of the counsel engaged in the case for the claimant, arrived in helbourne by the last mail, and has been prosecuting inquiries in the matter. The legal representatives of the other side have also been making investigations with the object of maxing out, if possible, that the claimant is the same person as the man tried at Castlemaine under the name of Orton. Endeavors have been made to discover the papeceutor on that occasion, who, it is supposed, would be able to give conclusive evidence on the point, but, though one man has come forward, he does not appear to be the right person.

The Melbourne Leader says:—"A statement was current in town in well-informed circles to the effect that there is now a man in Melbourne who was one of the crew of the Osprey, which it is how known picked up the boar's crew of the beard, and going up to him said, 'Haltoo, Roger, now are you?' I am not Roger, took office as steward. The sailor says he was a poor dazed creature, not up to much at the best. Three years after, being in the bous

The last phase is the appearance in Bailarat of a new candidate for the nonor of naving owned the horses alleged to have been stolen by De Castro and orton, for which theft they were tried at Castlemant, "This gentleman states the Sar, 6t September) attived on Tuesday morning, from Skipton, on his way, as he alleges, to Melbourne, to answer an advertisement on the subject. He says he does not recognize one of the theeves in the photographed likeness of the ctalmant when in court, but from what he does recollect says that Morgan, who was one of the accused, was trained shouldered, with a short neck, and rather stout, though not nearly so corpulent as the claimant. The date of the trial at Castlemanne is fixed by this Mr. Burgess as in 1866, or as nearly that date as possible. He is not sure of the due, but says it was before Sir Whitam Stawell became unlef Justice, which was in 1857. This is much earlier than the date spoken of by the claimant, but as Morgan, the bushranger, shied at Pecaeioa Station, was sent to jail from Castlemanne for horse stealing, two Morgans may have been deart with at different times for the like offence, and thus may have arisen the confusion. The same gentleman says that ne was for several years overseer on a station belonging to Sir Whitam Stawell, bofor the latter became the confusion. The same gentieman says that ne was for several years overseer on a station belonging to Sir William stawell, osfore the latter became Chief Justice. If the new comer of yesterday has any claim to be considered the owner of the stoien horses, at least another Burgess exists, who is alleged by more than one person to be the real man, and his wherekoouts are anewn, though his willingness to come forward has not yet been ascertained, it is said that two young men were in Ballarat some months since, who could, if found, identify the claimant as De Castro, De Castro having left their father's service at Wangaratta to go to England." The course of the same date, however, puts another aspect on the case, and says:—"With regard to the man Burgess, so freely mentioned of late in connection with the Tichborne case, we learn on good authority that he died at Castlemane seven years ago, it was thought that a man named Wantlock, who, until four months back, was in the employ of Mr. Hanchard, of the Varieties, was Burgess, and that he assumed the name of Whitlock on account of some manchal difficulties he had left behind him at Castlemane. We are assured, however, that this is not the case, but that Whitlock was simply orother-in-law to Burgess." Burgess, after a bit, will be as difficult of identification as Tronborne. A Mr. Drew thus writes to the Nar on the matter:—"I am induced to come forward in this case so far asit concerns Horfon or Orton, connected

ever, that this is not the case, but that Whitlock was simply orother-in-law to Burgess." Burgess, after a but, will be as dufficult of identification as Trienborne. A kir. Drew thus writes to the Star on the matter:—"I am mduced to come forward in this case so far as a concerns Horfon or Ortor, connected with a case of nore's steaming tried at Castlemanne. I may state I was sergeant of police in those days, and well recolect the above circumstance; and in support of this assertion can get the evidence of many members of the force to substantiate my assertion, notably so Mr. John Ogilvy, who was a cadet at Castlemanne at the time stated. If Mr. Burgess is here and will appoint a time I shall be most happy to meet him."

The Star of September 7 says:—"In addition to what we have puolished in reference to the Inchborne case we understand that for some time, till within the last two months, a man was living in Bailarat. North whose testimony, if trustworthy, would be very valuable in this remarkable trial. The man we refer to was years ago a sailor, and his Ballarat friends imagine, from what he has frequently said on the subject, that he could give valuable testimony. From what they now remember to have heard him say they state that he came to the colony about eighteen years ago, which is not very far from the date at which De Castro alleges he came to Victoria, and that he was one of the seame on board a snip on a coasi—which they believe to have been that of South America—which was wrecked or abandoned near that time, and off which a vessel picked him with others, among whom he thought was De Castro. It is stated that when talk was indulged in some time ago about the truthfulness of De Castro's statement, the man to whom we refer described the person who had suffered with him and entered the colony with him, and that his description was a good one of De Castro. About two months since he left his friends, and has not since bein from the subject of the same of the way state that, the understand of the same of the

spected portraits of the claimant to the Tichborne baronetoy in the linistrated papers, and this is what he tells us about them:—From the nose down the features as represented are very similar to those of the Orton family. The nose, as depicted, is much like that of the sailor Orton. The prominent front teeth strikingly resemble the peculiar development of the mouth of the Ortons. Mr. Ives feels quite sure he could at once spot Orton if he saw him in the flesh."

The Closing of the Bridge-Where the Sports Must Ge-No Song, No Supper. The order issued by the Chief Engineer of the

Dam bridge to be closed, owing to its present unsafe condition, is generally regarded as a timely well-known sports may not relish the announce-ment; but the temporary inconvenience that may arise in consequence of the suspension of traffic will be comparatively nothing, and will doubtless be patiently endured by those who desire to have a substantial structure over which to drive their dashing teams. Months ago the Herald called attention to the rickety condition of the bridge, and, during the recent meeting at Jerome Park, drivers were by no means confident of salety which the fine weather affords should be taken advantage of to commence the repairs, as the engineer states that it will be difficult to complete them during the winter, owing to the exposed situation of the place. It appears, however, that until funds are forthcoming the necessary repairs cannot be carried on, so that the public must wait until the requisite sum of money is appropriated for the purpose. The draw of the bridge is the portion declared to be unsafe, and for some time the crossing of teams will not be permitted. There is nevertheless another chance for the trotters. Those who like to try the mettle of their horses have yet another route, by way of the Boulevards, through Central Park, up sixth avenue to 125th street, which has wooden pavement, across Third avenue bridge, where the Southern Boulevard commences. This avenue affords an interesting drive over a pretty good road. So far as could be learned at the Department of Parks yesterday, no arrangements have been made delay will be brief, and that within a week or so the draw of the bridge will be properly adjusted.

CANAL BOAT COLLISION.

CANAL BOAT COLLISION.

with plaster, liquors, teas, &c., collided with scow this morning near this city, and, filling with water, was run ashore. The goods were consider-

SHIPPING NEWS

Sun rises...... 6 48 | Moon sets.....eve — — Sun sets...... 4 45 | High water...eve 8 10

OCEAN STEAMERS. DATES OF DEPARTURE FROM NEW YORK FOR THE

Steamer.	Sails	Destination.	O Nos.
Washington Minnesota City of Baltim're City of Brussels.	Nov 16 Nov 16 Nov 18 Nov 18 Nov 18 Nov 22 Nov 23 Nov 25 Nov 28 Nov 29	Liverpool Bretnen. Glasgow. Liverpool Havre. Liverpool Liverpool Liverpool Liverpool Liverpool Liverpool	15 Broadway. 68 Broad st. 7 Bowling Green 15 Broadway. 68 Broadway. 29 Broadway. 15 Broadway. 15 Broadway. 17 Bowling Green 29 Broadway.

PORT OF NEW YORK, NOVEMBER 11, 1871.

CLEARED.

Steamship City of Paris (Br), Mirehouse, Liverpool-J G parks. Alabria (Br), McNickan, Liverpool via Queens Steamship (alabria (Br), Aconocasa, wwn—C G Francziva.
Steamship Italy (Br), Thompson, Liverpool via Queensiowr. Main (NG), Hoffman, Bremen via Southampton

Steamship Main (NG), Hohman, Decirichs & Co.
Delrichs & Co.
Steamship Bonvar, Evans, Hayana—C H Mallory & Co.
Steamship City of Galveston, Eldridge, Galveston via Key
Nest—C H Mallory & Co.
Steamship United States, Crowell, New Orleans—H B

risen. Steamship Manhattan, Woodhull, Charleston—H R Morgan t Co. , amship Geo B Upton, Chadwick, Norfolk, City Point Richmond—Washington & Co. amship Issac Bell, Hakeman, City Point and Rich—Old Dominion Steamship Issac Boll, Holman Co. amship Wannoke, Bourne, Norfolk—Old Dominion amship Wannoke, Bourne, Norfolk—Old Dominion

Ship Tamerlane, Sumuer, Antwerp—Boyd & Hincken.
Bark Assunta (Ital), Lauro, Bristol, E.-E E Morgan's

dry & Co. Bark Aberdeen, Treat, Galveston—Snow & Burgesa, Brig Maggie (Br.), Vigus, Naples—Brett, Son & Co. v Brig Herald, Henson, Cardenas—Lewis Sylvester. Brig Manlius, Todd, StJago. Schr Challes Dennis, McCormack, Rum Cay—Jonas Smith

& Co. Schr J M Stevens (Br), Edgett, St John, NB-P I Nevius & on. Schr Ida Lewis, Heustis, Galveston—C H Mallory & Co. Schr Enterprise, Leighton, Jacksonville—Bentley, Miller & Schr Julia R Floyd, Squires, Georgetown, SC—E D Hurlbut & Co.
Schr Pen, Davis, Wilmington, NC—E S Powell.
Schr Nelly Potter, Gaskili, Washington, NC—W K Hinman & Co.
Schr Emma, Wright, Georgetown, DC—F A Higgins.
Schr Helen, Perry, Baltimore—Baker & Davton.
Schr Helen, Perry, Baltimore—Baker & Davton.
Schr Hollows, Howes, Raltimore—W Chaimers.
Schr Hollows, Gardick, Tom's Biver.
Schr JC Nash, Crowiey, Newburyport.
Schr Silas Nathoon, Spear, Boston—H W Jackson & Co.
Schr Houry Gibbs, Chase, New Bedford—Ferguson & Wood.

Schr Henry Gibbs, Coase, New Haven—Rackett & Bro. Schr Emerald, De Castro, New Haven—Rackett & Bro. Steamer M Massey. Smith, Philadelphia. Steamer Bristoi, Waltace, Philadelphia. Steamer Sarah, Jones, Philadelphia. Steamer A C Sumers, Davis, Philadelphia.

ARRIVALS. REPORTED BY THE HERALD STEAM YACHTS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Franklin (NG), Dreyer, Steitin Oct 10, Christianand lish and Halifax Nov S, with miss and 611 jassengers, to Wendt & Rammesberg. Experienced rough weather; Oct 19, lat 53 24, lon 31 12, had a severs hurricane from SW to WNW; no date, lat 59 37, lon 4 W, spoke ship Charlotte (NG), from Bremen for New York.

Steamship Allemannia (NG), Barends, Hamburg, Oct 28, with miss and 1955 passengers, to Kunhardt & Co. Experiencel strong westerly winds and heavy westerly sea the whole passage. Received a pilot from boat Mary E Fish, No. 4, in lat 40 sel, lon 67 s.

Steamship George B Upton, Chadwick, Richmond, City Point and Norfolk, with miss and passengers to Wasaing ton & Co.

Steamship Voinnteer, Howes, Philadelphis, with miss, to the Lorillard Steamship Coo.

Schar F G Davis, Phillips, Ocho Rios, Ja, 17 days, with oranges to Rathburn Bros-vessel to H. Wenberg. Had head winds most of the passage. Nov. 9, off the Capes of Delawirds and spile and spile from SE, with a forfous sea, lasting 8 hours; lost and spile from SE, with a forfous sea, lasting 8 hours; lost and spile from SE, with a forfous sea, lasting 8 hours; lost and spile said of spile stronger, to get to lat 38.

Schr Adeialde Townsend, Risley, Georgetown, DC, with coal to Overton & Hawkins.

Schr Henry C Sheppard, Clark, Georgetown, DC, with coal, to Overton & Hawkins.

Schr Cordelia Rewkins.

Schr Cordelia Rewkins.

The steamship Weser (NG), from Bremen, which arrived 10th inst., reports has 680 passengers: 7th inst. lat 44 15 lean. coal, to Overton & Hawkins.

The steamship Weser (NG), from Bremen, which arrived 10th inst, reports has 690 passengers; 7th inst, lat 44 15, lon 54 30, passed a National steamship, bound east; 9th, lat 42 10, lon 63 18, a National steamship, bound west (Probably The Queen); 10th, 150 miles cast of Sandy Hook, steamship Trinacria, hence for Giascow; same day, 130 miles east of do, ateamship Russis, hence for Liverpuol.

Passed Through Hell Gate,

BOUND SOUTH.

Steamship Titian (Br), Buchanan, Srdney, CB, for New York, 4 days, with coal to the International Coat and Railway Co.

Steamship Franconia, Bragg, Portland for New York, with mode and passeners, to J F Ames.

Schr Caledonia, Smith, Windsor, NS, for New York, with plaster to Crandall, Heriseaux & Co.

Schr Martha A. Thomas, St John, NB, for New York, with lumber to Jed Free & Co.

Schr Martha A. Thomas, St John, NB, for New York, with lumber to Jed Free & Co.

Schr He Weilman. Verrill, Calais for New York, with lath to Jed Free & Co.

Schr Neptune's Bride, Rogers, Calais for New York, with lumber and lath to Simpson & Clapp.

Bebr Sarah R Thomas, Arnold, Middletown for Philadelphia, with stone.

Schr Brazos, Smith, Portland for New York, with stone to order. orier.

Nehr Lizzie Brewster, Smith, Jonesboro for New York, with spars to Snow & Rechardson.

Schr Hannah Biackman, Arnold, New Bedford for New chr Defiance, Hall, Rockland for New York, with lime to R Brown. Schr Hackstone, Wickson, New Bedford for New York. Schr John Stockham, Babeock, Boston for Philadelphia. Schr Massachusetts, Kennisson, New York for Rockland. Steamer Lectra, Mott, Provinence for New York, male

BOUND HAST. Steamship Allance, Shute. New York for Salem.
Steamship Allance, Shute. New York for Boston.
Steamship Wamsutta, Fish, New York for New Bedford,
Brig Humming Bird (Br), Stevens, New York for Win
sor, NS.
Schr Ney, Briggs, Elizabethport for Fall River.
Schr Katie J Hoyi, Arnold, New York for Providence.
Schr James Trueman, Gibbs, New York for Franklin, M
Schr Bay State, Seabury, New York for Boston.
Sohr Lizzie, Leughton, New York for Boston. ate Kal'aghan, Avery, Port Johnson for Falt River. Cornell, Cornell, Elizabethport for New Haven. hite Swan, Hinds, New York for Calaia. Lunuel P Godwin, Waterbury. New York for Stam-

Pratt. Prast. Elizabet prof for Middelos aller, March, New York for Elisworth. high. Prof Johnson for Providenc Yarwick, Elizabethnorf for New Haven. His, Arnold, New York for Providence. rriman, Bunce. New York for Providence. B. Jones, New York for Providence. Triman, Bunce. New York for Providence. Triman, Bunce. New York for Providence. Jones, New York for New Haven. Study, Baltimore for Boston. schr Z Snow, Thorndike, New York for New Haven.
Schr Z Snow, Thorndike, New York for New Haven.
Schr Dirigo, Snow, Baltimore for Boston.
Schr Constantine, Bennett, Philadelphia for New Haven.
Schr E A Brooks, W. Nox, New York for Noank.
Schr E Love, Lowe, Bernett, Philadelphia for Noank.
Schr F A Brooks, W. Nox, New York for Gloucester.
Schr Jane Maria, Richards, Hojoken for Norwich.
Schr Jane, New York for Graenwich.
Schr Ida, Terry, Hobeken for Hartford.
Schr Ida, Terry, Hobeken for Hartford.
Schr Unde Joe, Johed, Hobeken for Hartford.
Schr Unde, Smitt, Baltimors for Rew Bedford.
Schr Diou, Gearv, New York for Gardiner.
Schr Uniou, Searv, New York for Gardiner.
Schr Clode, Smitt, Baltimors for Rew Bedford.
Schr J Wortington, Browne, Newburg for Providence.
Schr Nex Wrmph, Chase, Port Johnson for Providence.
Schr Sch Styler, Fratt, Rodout for Hartford.
Schr Fred Gray, Hackman, Georgetown for Salem.
Schr Me Wells, Tost, New York for Frevidence.
Steamer United States, Davis, New York for Fall River.
Steamer United States, Davis, New York for Fall River.

Steamships City of Paris, for Liverpool; Atlantic, do; Calabria, do; Raiy, do; Main, Bremen; City of Gaiveston, Key West and Gaiveston; United States, New Orieans; Cortes, do; Mercedita, Fernandina; San Saivador, Savannah; Montpomery, do; Manhatian, Charicaton; Zodiac, Newbern, NC; Wranoke, Norfolk; Isaac Bell, Richmond, &c; John Gibson, Georgetown, DC.

Wind at sunset NW, fresh.

BRIG MARY J WILEUR, which arrived at New Haven on the loth, h5 days from Liverpoot, reports heavy weather dur-ing the vorage. On the 20th of October split and lost salls in a severe blow: during the storm the cargo, which was com-posed of Irou, shifted, and the beams in the lower deck were broken.

away to avoid the wreck.

SCHE LIZITE A TARR. of Gloucester, has been lost in the
Gulf of St Lawrence. She was engaged in the Grand Bank
fahery, and was a first class vessel of 63.26 tons burden, 3
years old, owned by Wm C Wanner, and valued at \$7500.
Insurance of \$8388 on vessel and \$550 on outsits by the Gloucester Mutual Fishing Insurance Co.

DEAL, Oct 39-The Julia (of Yarmouta), Baker, from Philadelphia for Rotterdam, arrived in the Downs, reports heavy weather, during which shifted cargo and loss sails, dc; she has proceeded. heavy weather, during which applied chigo have been a compared to the has proceeded.

DUBLIN, Oct 26—The Francesco Avegno, Avegno, from Newry for New York, was brought round here Oct 24 from Carlingford Lough, to undergo repairs. She grounded going down the Newry River Oct 5, and remained until the evening of the firt; she then took a man on board as pilot, but the same evening struck on the bank on the north side of Carlingford lighthouse, whence she was towed off at 7 AM on the 6th.

GRIMSHY, Oct 20—The ship Mont Blanc (of Rath, US), lerbert, from Shields for New Orleans, with railway iron, is o the road; beaky, having been on shore at Sizewell Bank; the struck heavily, but came off without assistance.

YLOILO, Sept 7-3350 packages (principally straw hats) have been langed from the Cingala, of Liverpool, Stitt, from Hong Kong for New York, wrecked on the coast of Panay previous to Aug 15. p St Albans, Pike, commenced making water after the whote of her cargo, and is discharging.

Miscellaneous.

A LARGE COTTON CARGO—The American ship Reunion, one of the largest merchant vessels now in our port, was cleared for Liverpool yesterday by Messrs Street Bros & Co, having a cargo of \$551 bales upland cotton, weighing 1.540.701 pounds, and estimated to be worth over \$300,000. This sim has been freighted with great romptness, having reached here from Tylee on the 20th o. October, and she has been filled in about 15 days. Her steredore, Mr G B Stoddard, has pushed forward his work with great energy, and has placed about \$4.000 poonds more in her than she ever carried from the Gulf ports.—Charleston Courier, Nov 9.

Other Saturna, Schr Wm Collear, of Providence, Cant QUICK SAILING—Schr Wm Collyer, of Providence, Cantaylor, made the round trip from Norwich to Philadelphia and back to Newport (where she arrived 5th lost), in the short time of five days.

Whalemen. Windemen.

Cleared at New Bedford Nov 10, bark Active. Campbell, North Pacific Ocean.

Arrived at New London 9th, bark Concordia, Spicer, from Cumberland Inlet Sept 24, with 2,000 bbls wh oil and 25,000 lba bone. Reports experienced rough weather on the passage. Oct 9th and 10th encountured a heavy gale, which started cargo and stove several casks of oil; 16th, had another hart blow; left at Cumberland Inlet, Aug 25th, bark George & Mary, Palmer, NL, with 150 bbls; Sept 22, brig Izabella, Keeney, do, clean; schrs Helen F and S B Howea, on, clean, having shippeu home all their takings by the Concordia; 1 to Scotch ships Perseverance and Alert were also in the Guif, but had taken nothing to date of departure of the Concordia; the Concordia encountered no ice coming out, and the prospect seemed fair for an open fail season.

Spoken.

U.S. steamer Wahash, from Boston for New York, Nov 9, lat 40 57, lon 68 57 (br pilot boat Mary E Fish, No 4).
Ship Montebello (Fr., Kelly, from Liverpool for New Orleans, uct 27, lat 23 17, lon 60 27.
Ship Jason (Br., Lealie, from New York for Melbourne, Sept 29, lat 10 67 N, lon 29 31 W.
Birk Chattanooga, Freeman, from New York for Melbourne, Sept 29, lat 10 N, lon 39 W.
Berk Folly Lewis, Johnson, from Boston for Melbourne, Oct 6, lat 34 62 N, lon 40 W.
Bark Ceres (NG), from New York for Dantzie, Oct 25, lat 49, lon 14 Wz
Brig Express, Fzetwurst, from Temperature, Oct 25, lat Brig Express, Fzetwurst, from Temperature. Bark Ceres (NG), from New York for Dantzic, Oct 25, lat 49, lon 14 Wz
Brig Express, Pzetwursi, from Taganrog for New York, Oct II, lat 26, lon 17 E.

Princess, Q C Wisher, Flora A Sawyer, Mary 11 Westcott, 19th, AM—Arrived, schra J F Carver, Norwood, Hoboken, Oct II, lat 26, lon 17 E.

ANTWEEF, Oct 28—Arrived (at Flushing), Soli Deo Gioria, Wiebandt, and Adeine Elwood, Hawkins, New York; P B Cutting, Tyson, Paliadelphia. Sailed 7th, Regent, Chase, New Orleans; Simoda, Goudey, Philadelphia. Bristor. Philadelphia. Bristor. Philadelphia. Bristor. Philadelphia. Bristor. Philadelphia.

Hauli, New York for Gioucester; Kate, Craig, Bailimore for do. Sailed 28th, N Mosher, Johnson, Savannah, Brlfast, Oct 27—Arrived, Carleton, Durkee, Baitimore; 28th, Trochrague, Weit, New York.
Sailed 28th, Shamrock, Don, New Orleana.
BRIKEFRIAVEN. Oct 25—Arriveo, Berlin (s), Undutsch, Baitimore; 27th. Deutschland (s), Neynaber, New York.
Sailed 28th, Ferdinand, Meyer, Philadelphia.
BROUWERSHAVEN, Oct 25—Arrived, Julia, Baker, Philadelphia.

BROUWERHAYEN, Oct 25—Arrived, Julia, Baker, Philadelphia.
BILEOA. Oct 25—Arrived, Wm Welsh, Gay, Philadelphia.
BARCELONA, Oct 36—Arrived, Boa, Julia, New York.
CARDIFF, Oct 27—Ent out, Westfold, Jacobsen, New Orleans; Hombursund, Svenningsen, New York.
CORK, Oct 28—Arrived, Runebergh, Fredricksen, New York.
CHRISTIANSAND, Nov 10—Sailed, steamship Humboldt, Barandon, New York.
CALCUTTA, Oct 3—Sailed, ship Winged Hunter, Small, New York.
DEAL, Oct 28—Arrived, Estella. Loring, Philadelphia for London (and proceeded): 29th, Daniel Webster, Brown, London (and sailed for New York).
Passed do 28th, Helene, Raschen, from Baltimore for Bremen; 28th, City of Hamilton, Philips, from Philadelphia for —; Chas H Oulton, Frances, from New York for Amsterdam.
DUBLIN, Oct 26—Cleared, John G Hall, Rossiter, New Orleans.
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DUNGENESS, Oct 28—Off, bark Erna, from Bremen for Galveston.

EASTBOURNE, Oct—Off Beachy Head 20th, shipa Christel Friedricha, from Bremen for New York; 27th, Helen, Raschen, from Baldmore for Bremes.

FALMOUTH. Oct 30—Pot in, Neptune, Ellertsen, from Antiwery for New York.

GLOUCESTER, Oct 28—Arrived, Pro Bono, Thompson, New York. ork. Sailed 28th, Tordenskjold, Christensen, Baitimore. GLASGOW, Oct 25—Arrived, Antigus, Richards, New York.
Sailed 27th, Europa (s), Campbell, New York.
GEENOOK, Oct 29—Arrived, Kate, Murphy, New York.
GENOA, Oct 22—Arrived, bark Palestine, McCuilogh, New York.

Hull. Oct 29—Arrived, Envoy, San Francisco. Hannung, Oct 26—Arrived, Kor-Wester, Patterson, Phila delphia.

HAVBE, Oct 28—Arrived, Hirundo, Haslund, New York;
Virgnia (s) Andrews, London (and cleared 28th for New York); Enos Souie, Souie, New York.

Ealled 2th, F J McLeilan, McLeilen, Savannah,
HELVORT, Oct 28—Arrived, Utraine, Mecher, New York,
FAVANA, Now 10—Arrived, steamblip City of Mexico,
Timmermann, Vera Crus for New York, to sail lith.

INAGGA, Oct 26—In port brig John Boyd, Morse, for Baltimore 4 days.

INAGUA, Oct 26—In port brig John Boyd, Morse, for Baltimore 4 days.

Liverrool, Nov 11—Arrived, steamships England, Grigs,
New York; Oceanic, Thompson, do; brig Hermann, Lange,
Gaiveston.

Sailed 28th, Tuscarora, Rowland, Philadelphia; Chevatier,
Stirling, Pensacota.

Cleared 18th, Loreley, Marcussen, New Orleans; Sharon,
Willingale, and Therese, Mudget, New York; Golden Gate,
Swinton, San Francisco.

Ent out 18th. EC Scranton, Wheeler, Mobile: Thos Cochran, King, New Orleans; Freedom, Bradley; Resolute,
Brooks, and Cuba (2), Moodie, New York.

LONDON, Oct 25—Arrived, Joseph Howe, Wilson, New
York; St Olaf (2), Hille, do; Pet, Webster, do; Atlantic, Jacobson, Philadelphia; 29th, Hertha, Arenisen, do: Mary
Stowe, Pettis, New Yorz; 20th, Estella, Loring, Philadelphis.

cobson, Philadelphia; 28th, Hertha; Arenisen, do; Mary Stowe, Pettis, New York; 20th, Estella, Loring, Philadelphia.

Londonder, Oct 10—Arrived, steamship Sweden (Br), McKenzie, New York (not Quebee) for Glasgow (and processed).

Malago, Oct 24—Cleared, brig Eleanor (Br), Miller, Philadelphia; 28th, bark Dorchester, Ryder, Boston, Melhourse, Sept 5—Cleared, Chasca, Grockett, Newcaster, New and Batavia.

Mareellles, Oct 25—Salled, Libertas, Visin, New York.

Arrived 27th, Dornan (s), Young, Lechorn.

May Agork (and cleared 14th for New Haven via Arecibo); Cleta (Br), Crowell, Aguadilla (and cleared 16th for Review (and cleared 15th for New Haven via Arecibo); Cleta (Br), Crowell, Aguadilla (and cleared 16th for St Johns, PR, (and cleared 18th for St Johns, PR, 18th, bark Manton, North, Ballimore; 19th, sohr Micardo Barros, from St Kitts, in ballast.

New York, Oct 28—Ent out, Nancy M, Mosher, Boston; Tocodor Yosa, Galle, New York, Johns, PR, Chared, Gacar Wendt, New York for Hamburg (and proceeded).

PALERMO, Oct 18—Salled, Onalask, Wheeler, Boston; Suh, Invidia, Cahero, Phaceighhia; Union, Cafero, New York, Ott 12-Arrived, Auguste, from Bremes for New Orieana.

RABARIANO, Sept 1—Arrived, Rocket, Featherstone, Ba-

New Orleans, Sept 1-Arrived, Rocket, Featherstone, Ba

SYDNEY, NSW, Sept 7-Sailed, Lelia M Long, Lewis,

Shanghae.

SURINAM, Oct II.—In port bark May Queen, for Boston 15 days; brig A J Ross, for do 2 days.

MAGUA. On 28.—In port brig Ella Marie, for Boston idg.

TEXEL, Oct 29.—Arrived, Garolina, Wall, Ballimore.

American Porta.

BOSTON, Nov 10.—Arrived, barb Isabel (Arg), Rewhall, Isaana; schre M W Drew, Berry, Jacksowille: M Assacha.

STAMMERING AND STUTTERING TREATED AND permanently cured in a short time at the Heating Establishment of Dr. Johl. ElGh, from Hamburg (Germany), 819 Second avenue, New York. Consultation 10 to 1 A. M.

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shburn, Ycomico; J L Newton, Stover, Georgetown, BC rrived, brigs J W Drisko, from Philadelp A Piste, Baker, Boston.

Salled—itarks Einigkeit, for Cork; Gienrallock, for Liverpool; Maggie M, for Aspinwall.

BANGOR, Nov 9—Geared, sohr Faunie P Hall, Ginn, Haveston.

3 AM—Sailed, all the above arrivals, and others be ported, excepting achr Rod Jacket.

GARDINER, Nov 8—Arrived, schr Gen Howard, Jo

and Puerto Caballas.
SOUTHWEST PASS, Nov 6—Salled, ships Victory, E Sherman, and Nueva Aurelia. maun, Briggs, Dighton for Fouganseepsie; antia Davis, Providence for New York.

10th, 8 AM—No arrivals. The outward bound vessels are mostly going out this AM with a light NW breeze.

NEW LONDON, Nov 9—Arrived, schrs Fred Tyler, Tirrell, Elizabethport; R H Daly, Lamphear, do; Success, Richards, do for Providence.

Sailed—Schrs Rambler, Virginia; Charley Woolsey, Alex-

Aguer Arcty, Philadel Philadel, Nov 10-Arrived, bark Amalia (Swe), PHILADELPHIA, Nov 10-Arrived, bark Amalia (Swe), Berg, Goutenburg; schra Leonard (Br), Bissett, St John, MB; E G Willard, Wallace, Portland; Saml Castner, Jr, Robinson; E H Naylor, Naylor; A E Safford, Powell, and Juha Garrison, Smith, Boston.

PORTLAND, Nov 10—Cleared, soft Harriet baker, weber, New York,
PROVIDENCE, Nov 10—Arrived, brig Frontier, Morgan,
Savannah; sohrs Westmoreland, Rice; Daniel Mershon,
Ayres, and Babel H Irons, Irons, Philadelphia; Mary Johnson, Phinney, Port Johnson; Ophir, Murpby, Hoboken; Ann
Annella, Allen, Jørsey Giv.
Sailed—Schrs Webster Barnard, Smith, Jacksonville; Mary
Augnsta, Holt, de; Green County Tanner, Hyde, and Kata &
Mary, Cograwell, Rondout; Lavinah Jane, Mott; Helen Mary,
Augnsta, Holt, de; Green County Tanner, Hyde, and Kata &
Mary, Cograwell, Rondout; Lavinah Jane, Mott; Helen Mary,
Ward; Eliza Pharo, Sherman; Albert Pharo, Bingham; J M
Freeman, Eldridee, and Sarah Elizabeth, Kelley, New York;
Isis, Bullock, do (or Calais).
PAWTUCKET, Nov 10—Arrived, schrs B H Warford,
Sprague, Elizabethport; J S Terry, Raynor, Port Johnson,
Sailed—Schrs Mary Price, Blizzard, Baltimore; C I Errickson, Smith, Philadelphia; Catharine, Curtis, New York (or

son, Smith, Philadelphia; Cattarrue, Curtas, cor-Calaish.

RICHMOND, Nov 9—Arrived, ateamships Wm P Clvde,
RICHMOND, Nov 9—Arrived, ateamships Wm P Clvde,
RICHMOND, Start D Chapin,
Boston; schra Annie E Moore, Hastings, New York; Richard
Hill, Smith, Poughkeepsie.
Sailed—Schr Lucy Jones, Muncey, Athens.
Sav ANNAH, Nov 11—Arrived, sicamship Virgo, Bulkley,
New York; ships C B Hazetine, Gilkey, and John Patten,
Hill, Liverpool; bark Champion, Yarmouth, NS; brigs John
Davis, Stockton, Me; M J Strout, Boston; Mary C Conroy,

MISCELLANEOUS.

A.—HUMAN HAIR SWITCHES, FIRST QUALITY, not dyed hair, no crimped hair in, solid hair, 34 inches long, weight 24 ounces, 36; 30 inches, weight 25 ounces, 36; 30 inches, weight 3 ounces, 36; 30 inches, weight 3 ounces, only 85. The only importer who retails at wholesale prices, CHARLES V. PECKHAM, 637 Broadway, near Amity street, and 251 Grand, corner of Chrystie street; sent C. O. D., by express, upon receipt of color by mail. Correspondents answered. A BSOLUTE EDIVORCES LEGALLY OBTAINED IN publicity; no charge until discount. BSOLUTE BIDIVORCES Linearing do., sufficient cause; a different States; desertion, &c., sufficient cause; alloity; no charge until divorce granted; advice free.
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